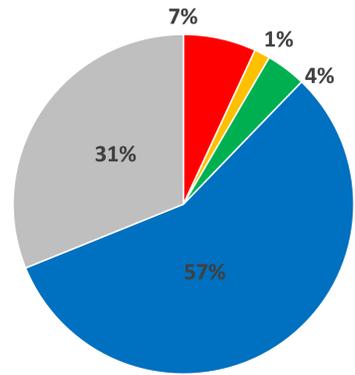
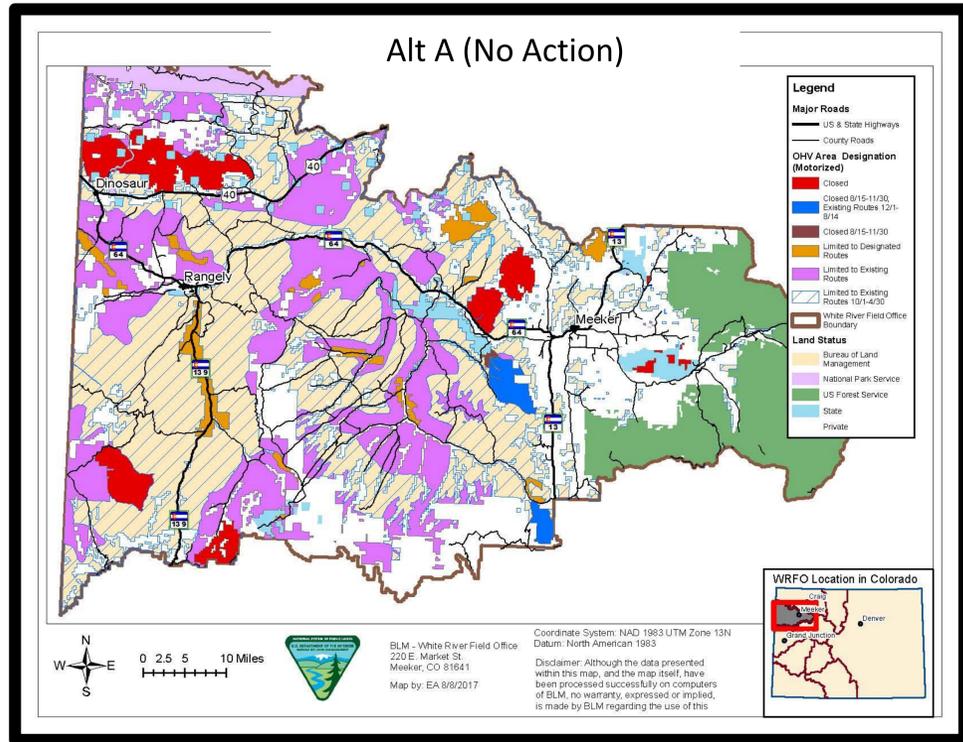
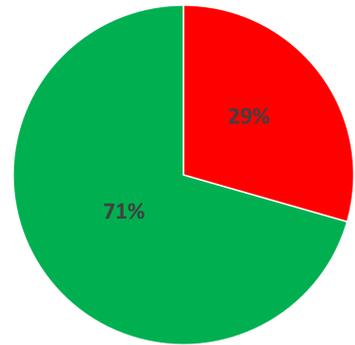
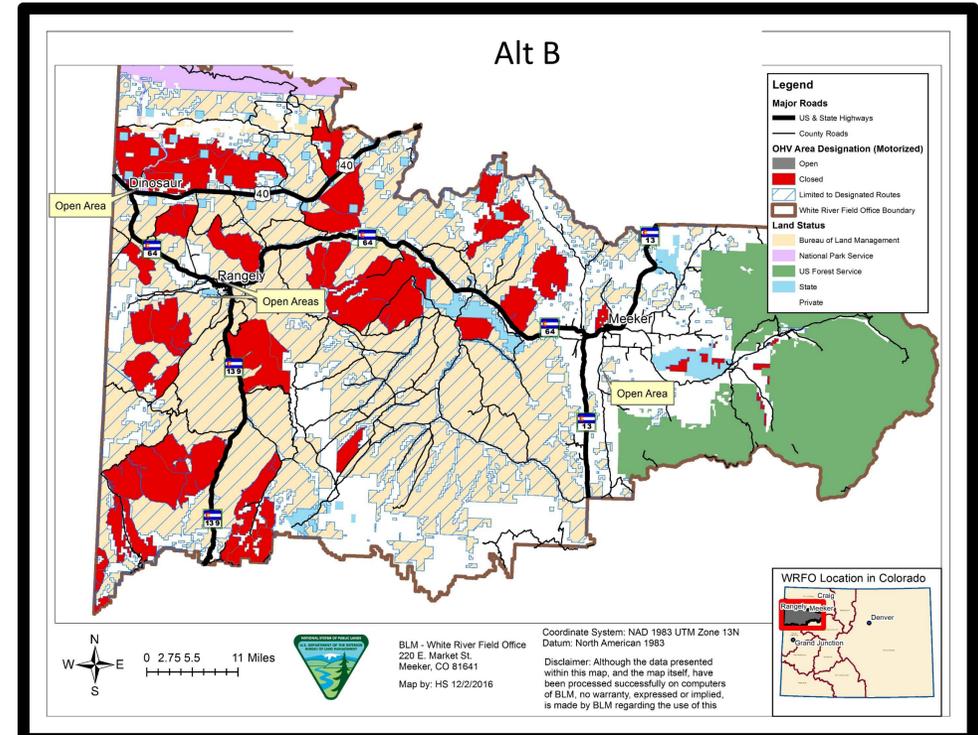


OHV Area Designations (Motorized)



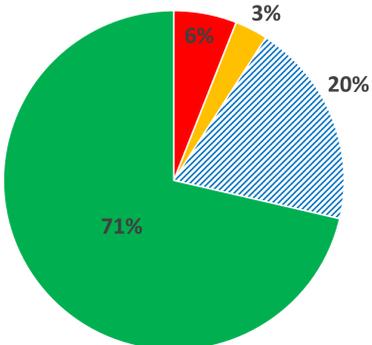
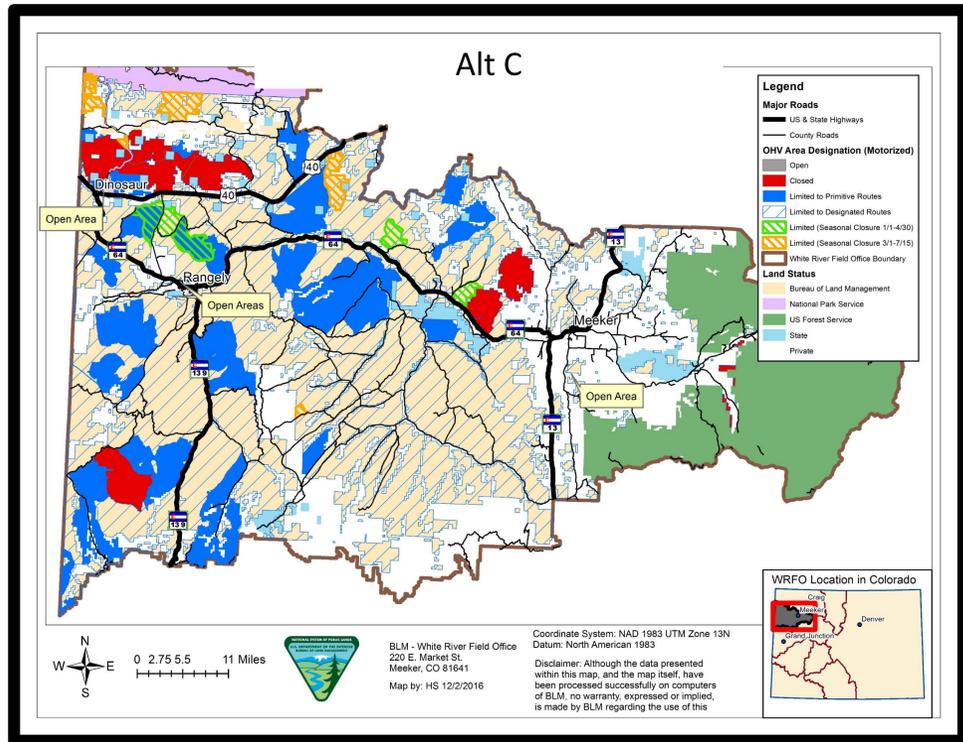
**Alt A
(No Action)**

Alt A Open Areas = None



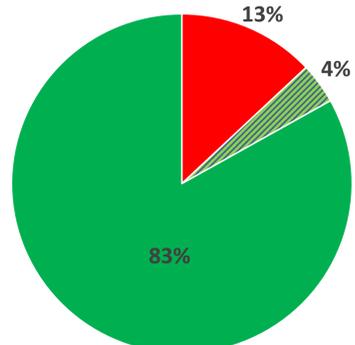
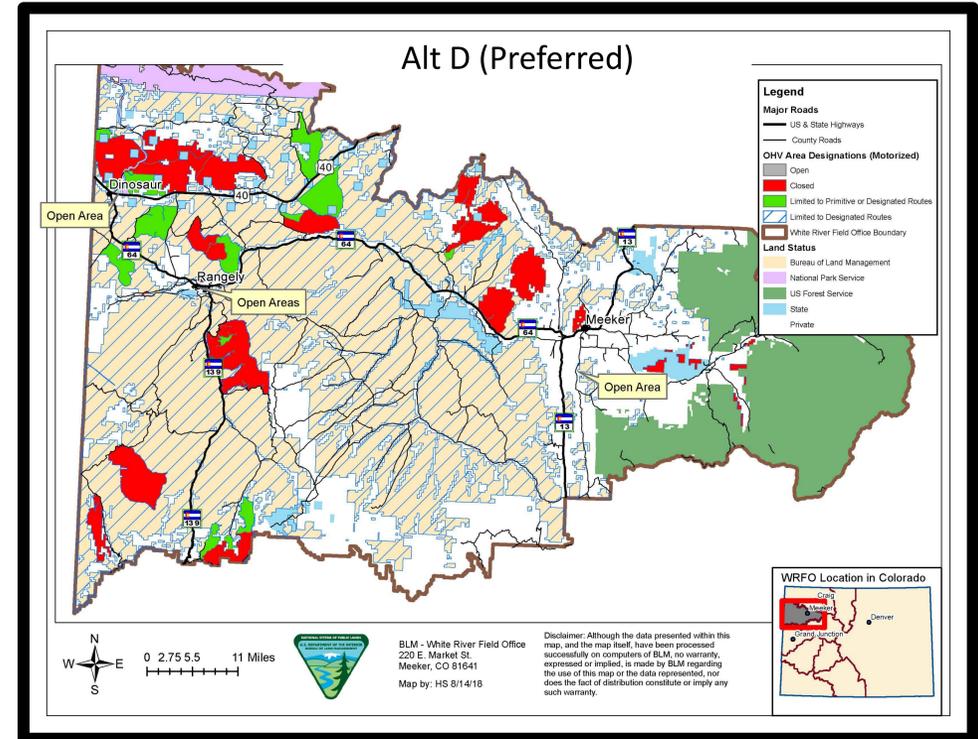
Alt B

Alt B = 4 Open Areas (118 acres)



Alt C

Alt C = 4 Open Areas (289 acres)



**Alt D
(Preferred)**

Alt D = 4 Open Areas (167 acres)



Limited to Existing Routes (Seasonally)

Limited to Existing Routes (Year-Round)

Closed

Seasonally Closed

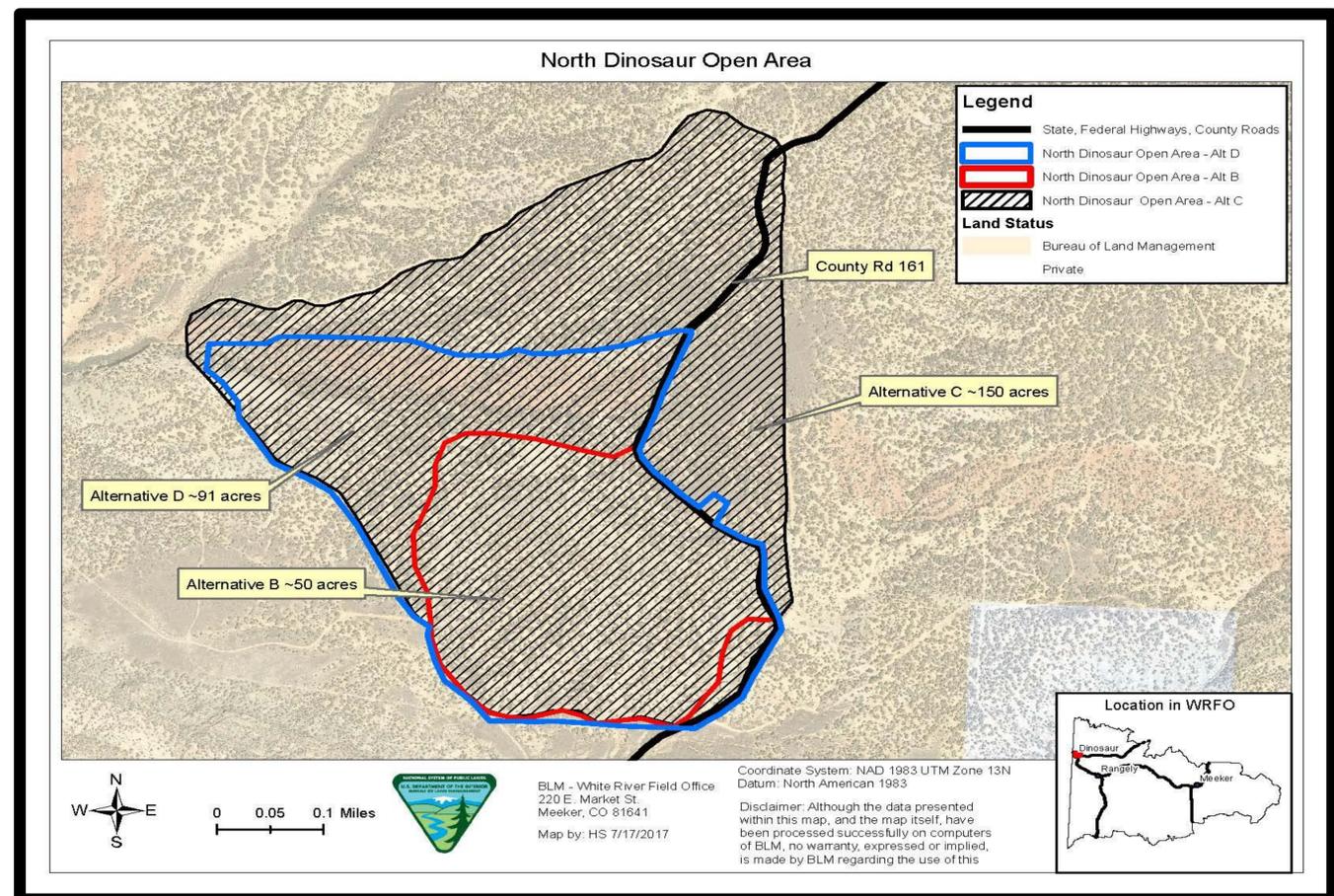
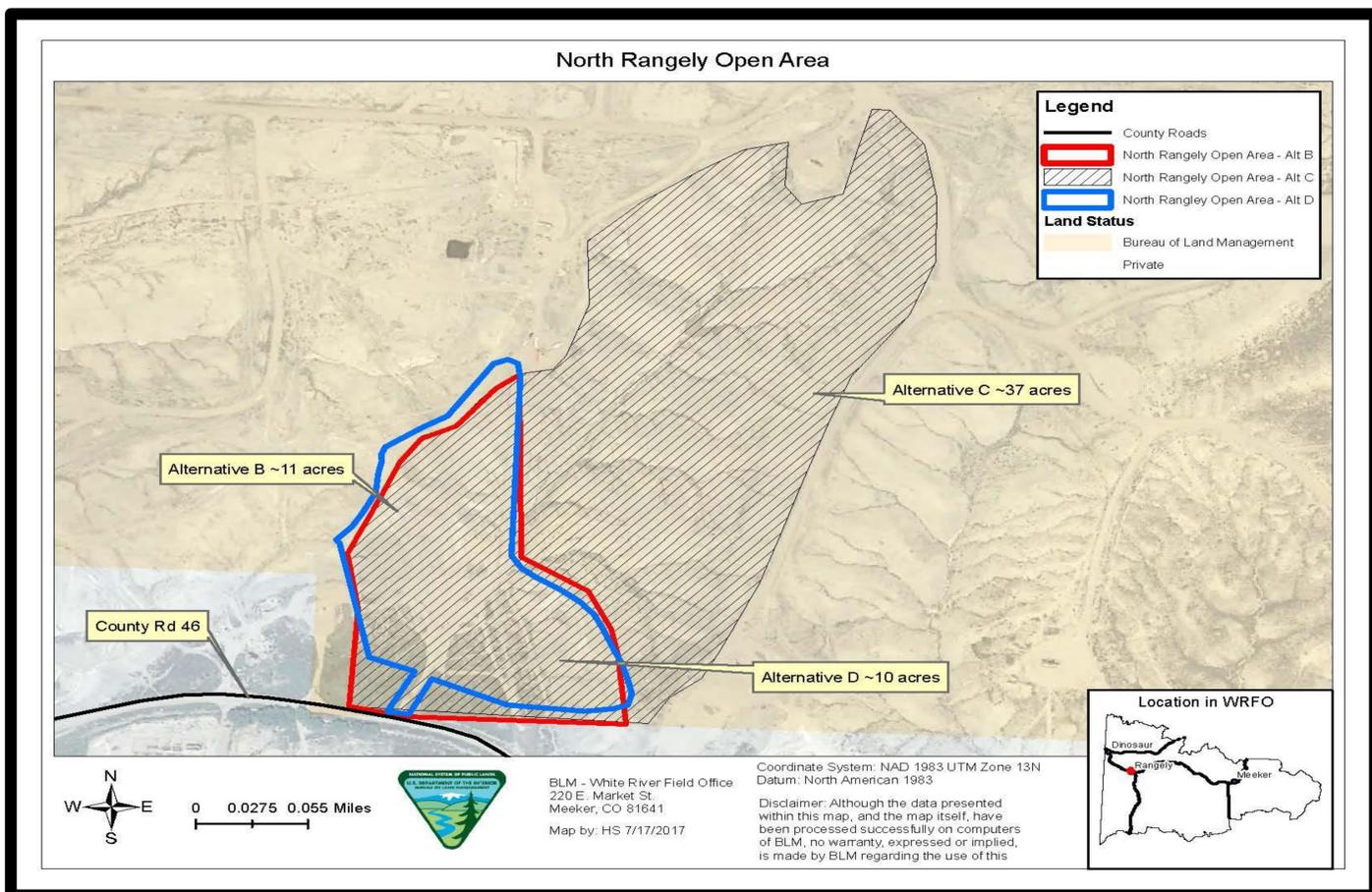
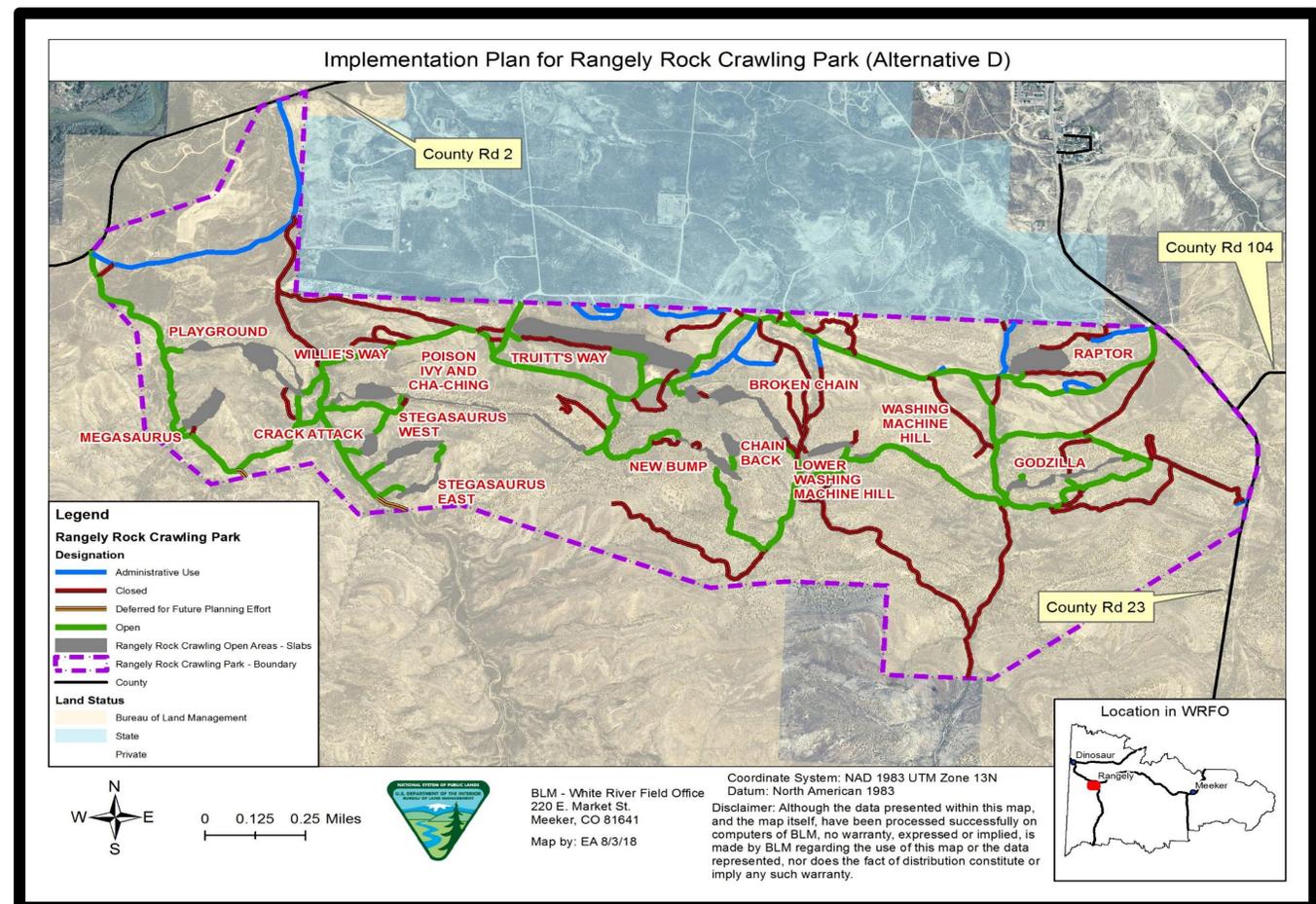
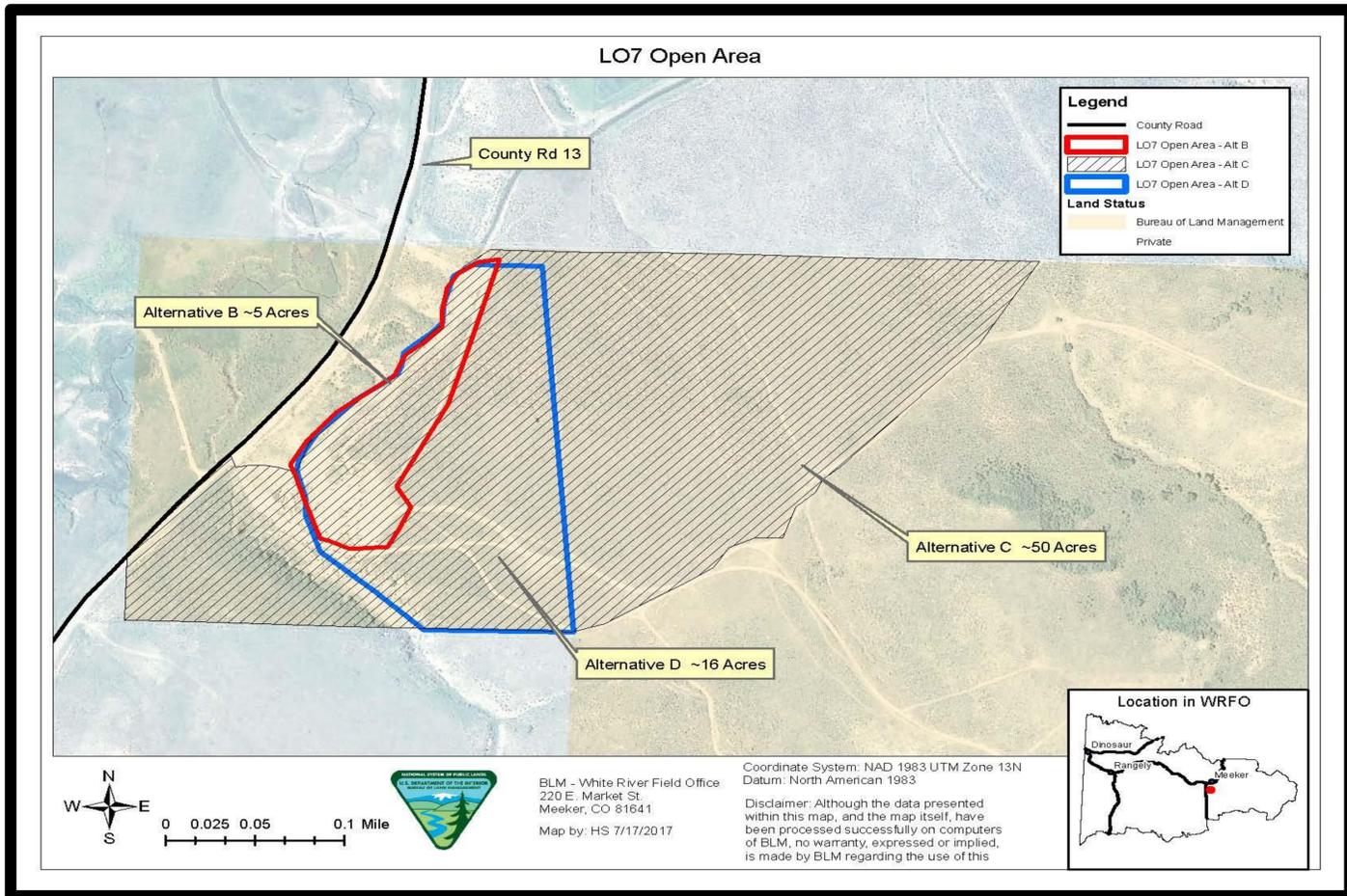


Limited to Designated Routes

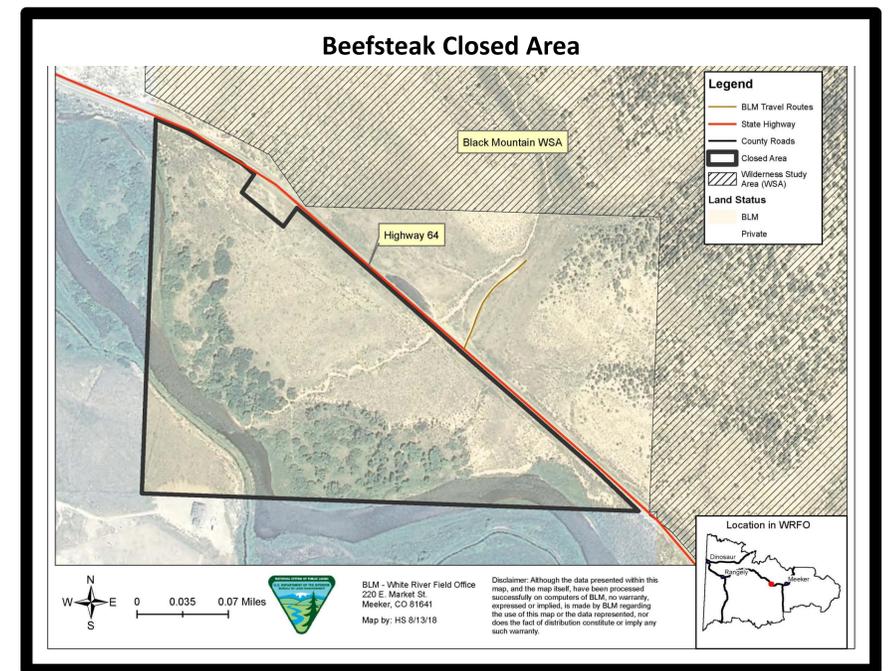
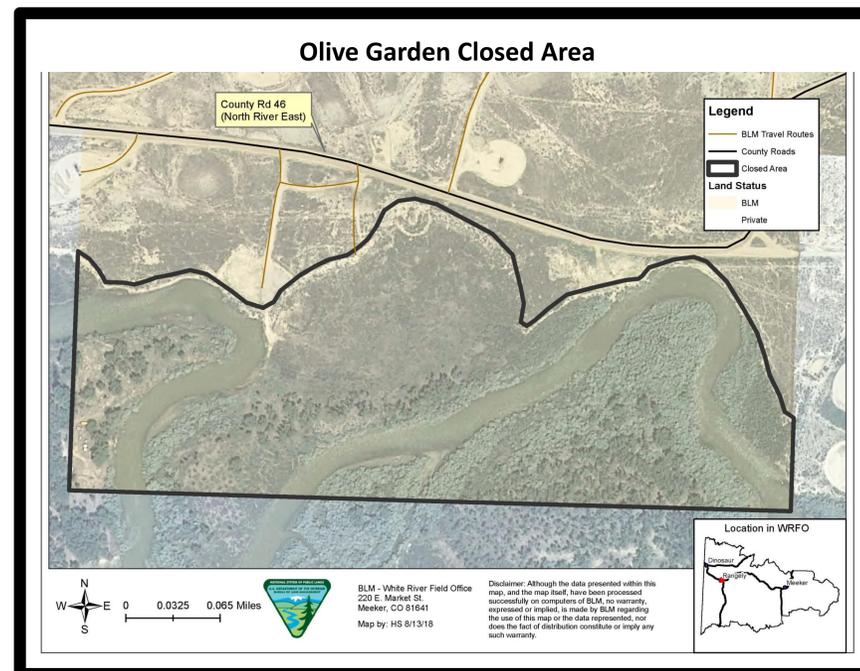
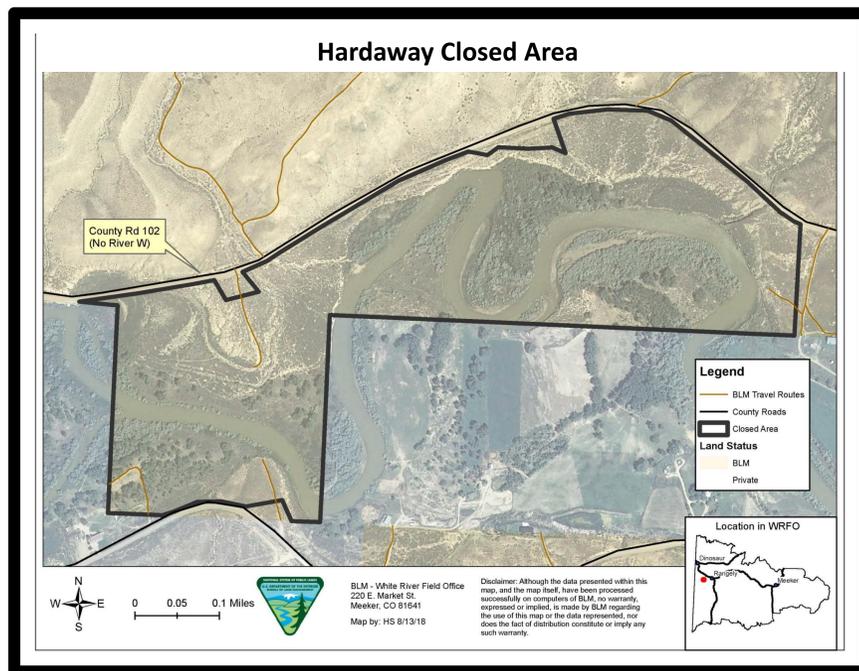
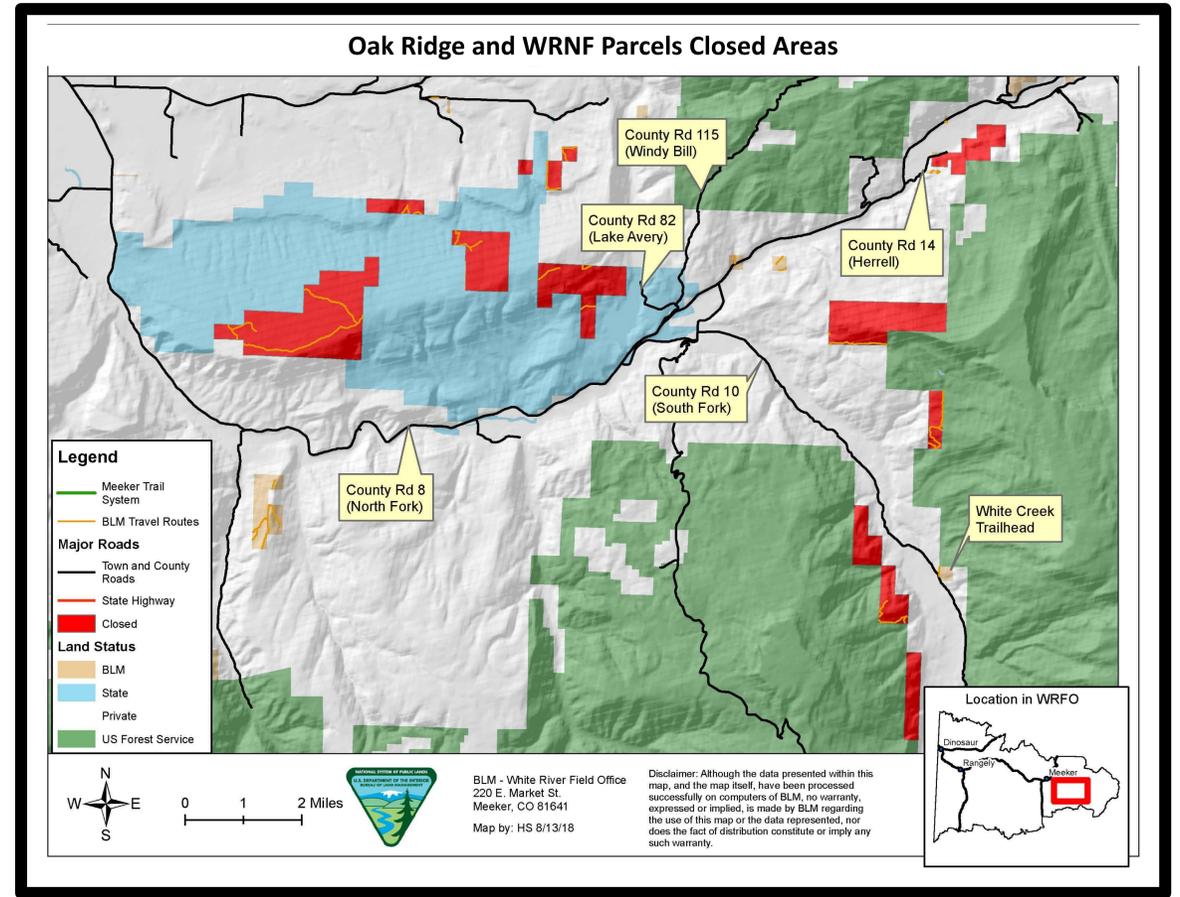
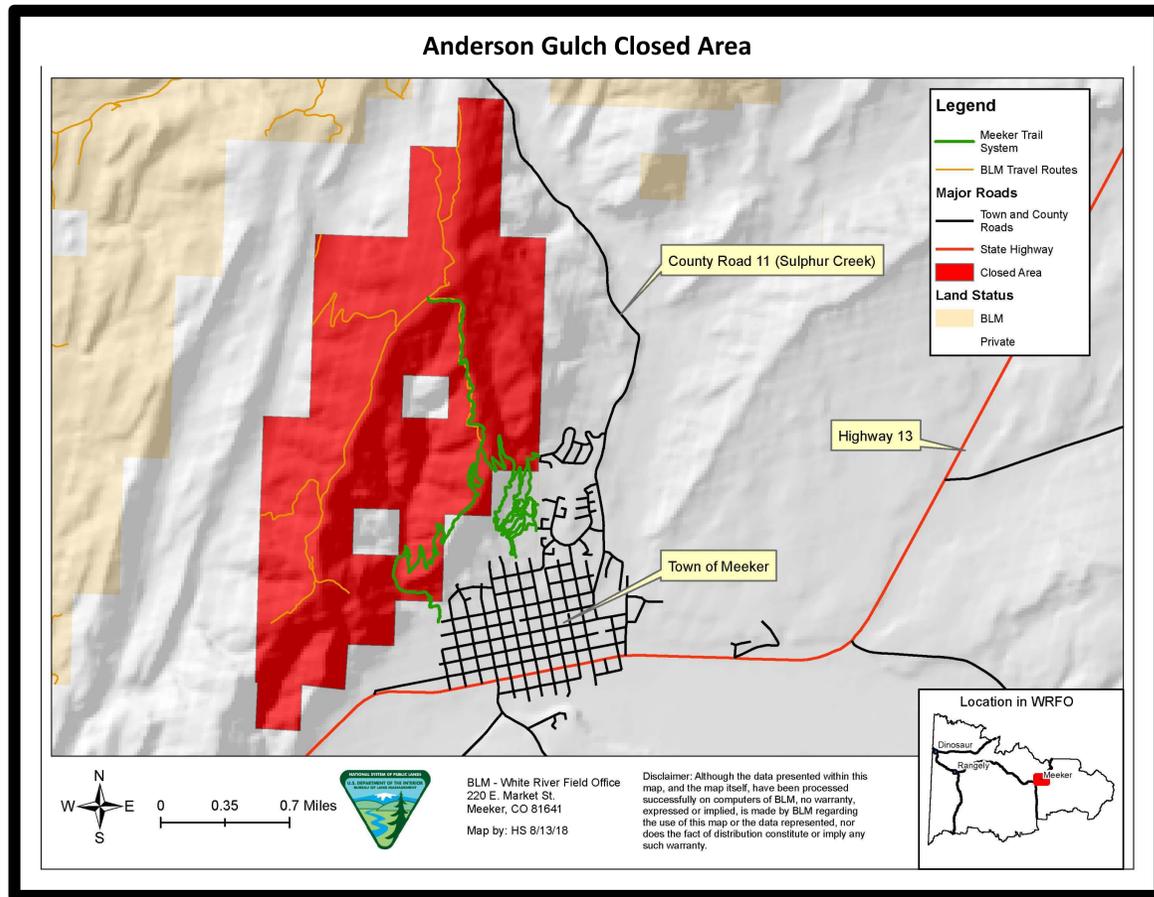
Limited to Primitive Routes

Limited to Primitive or Designated Routes

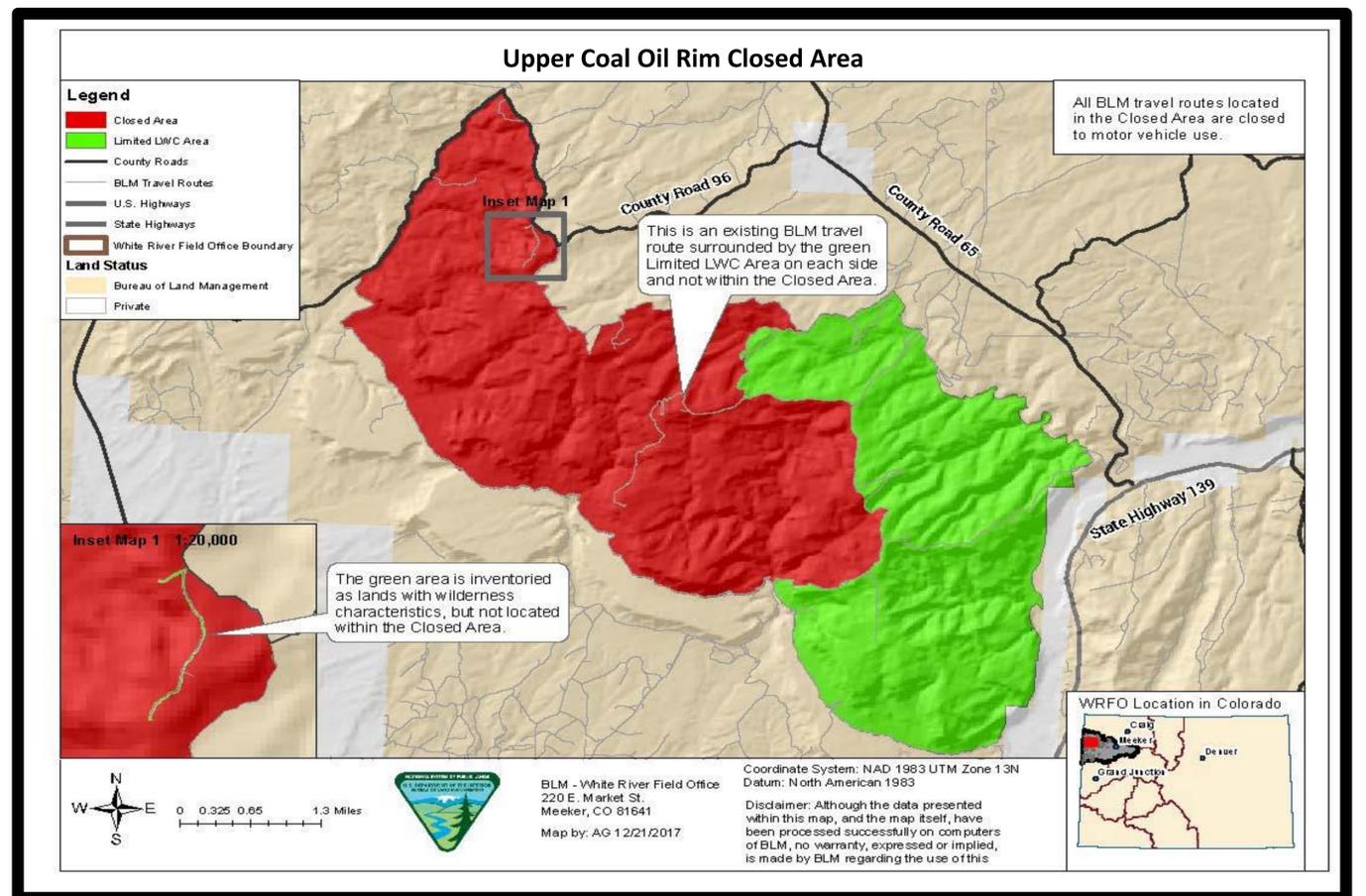
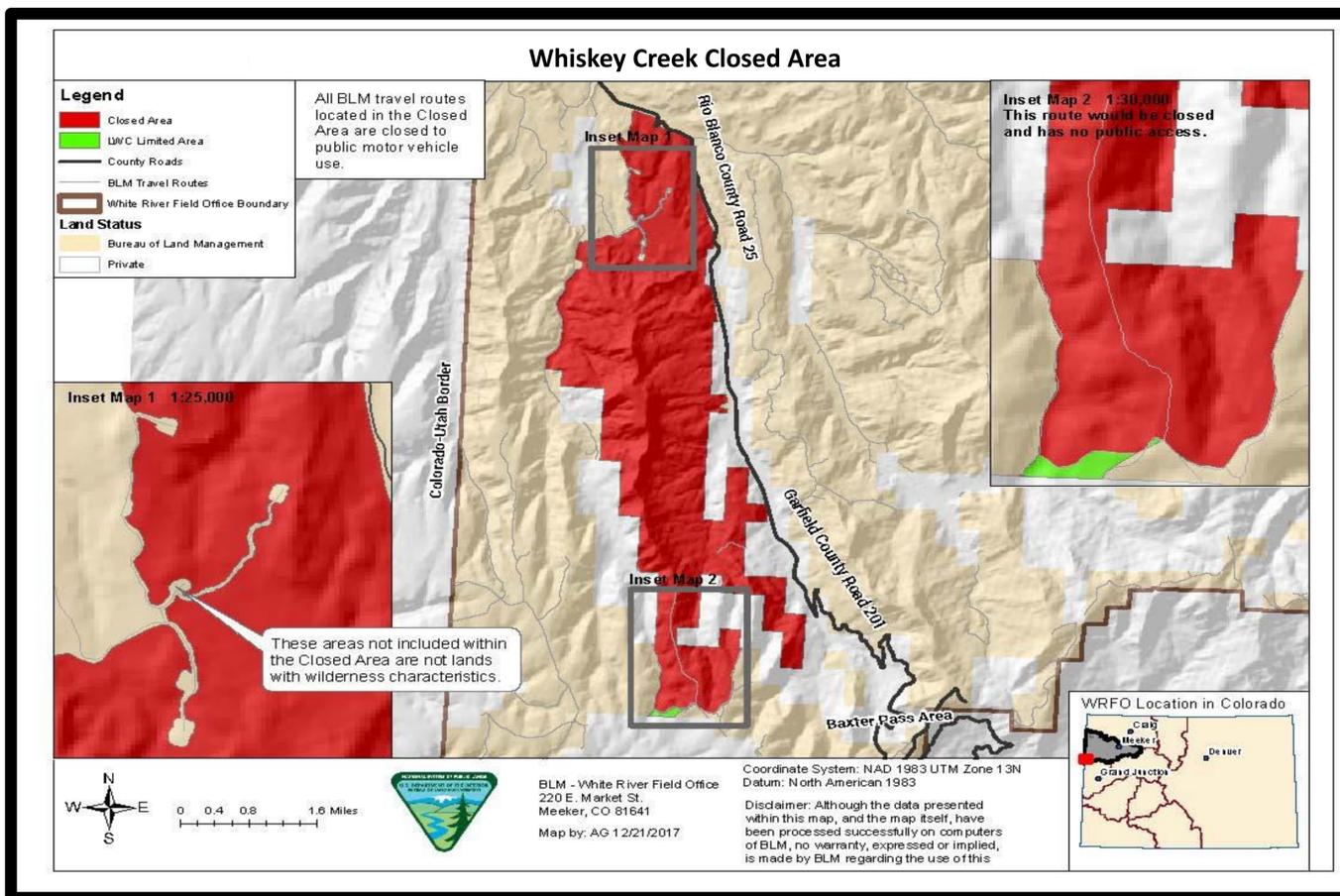
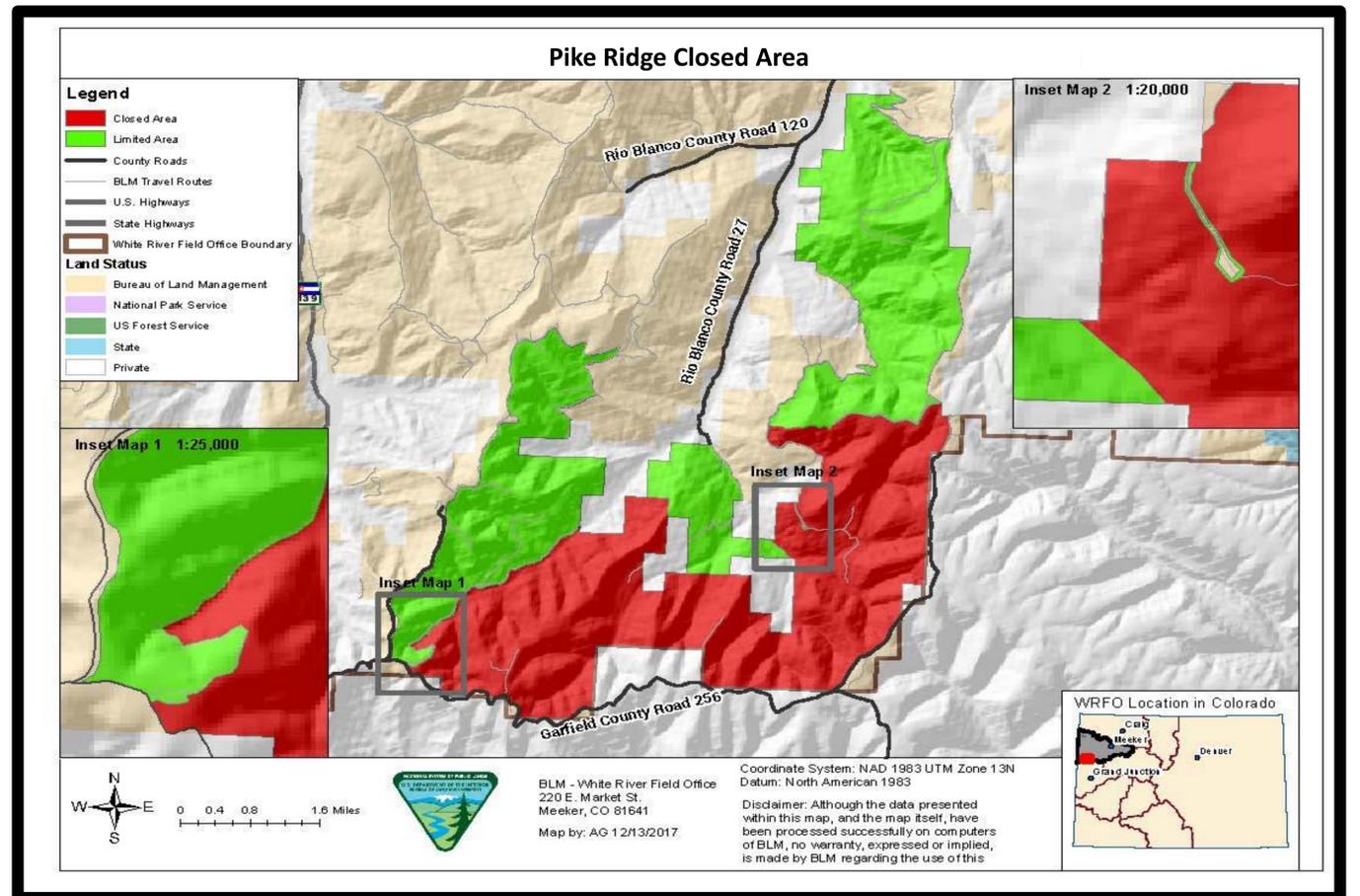
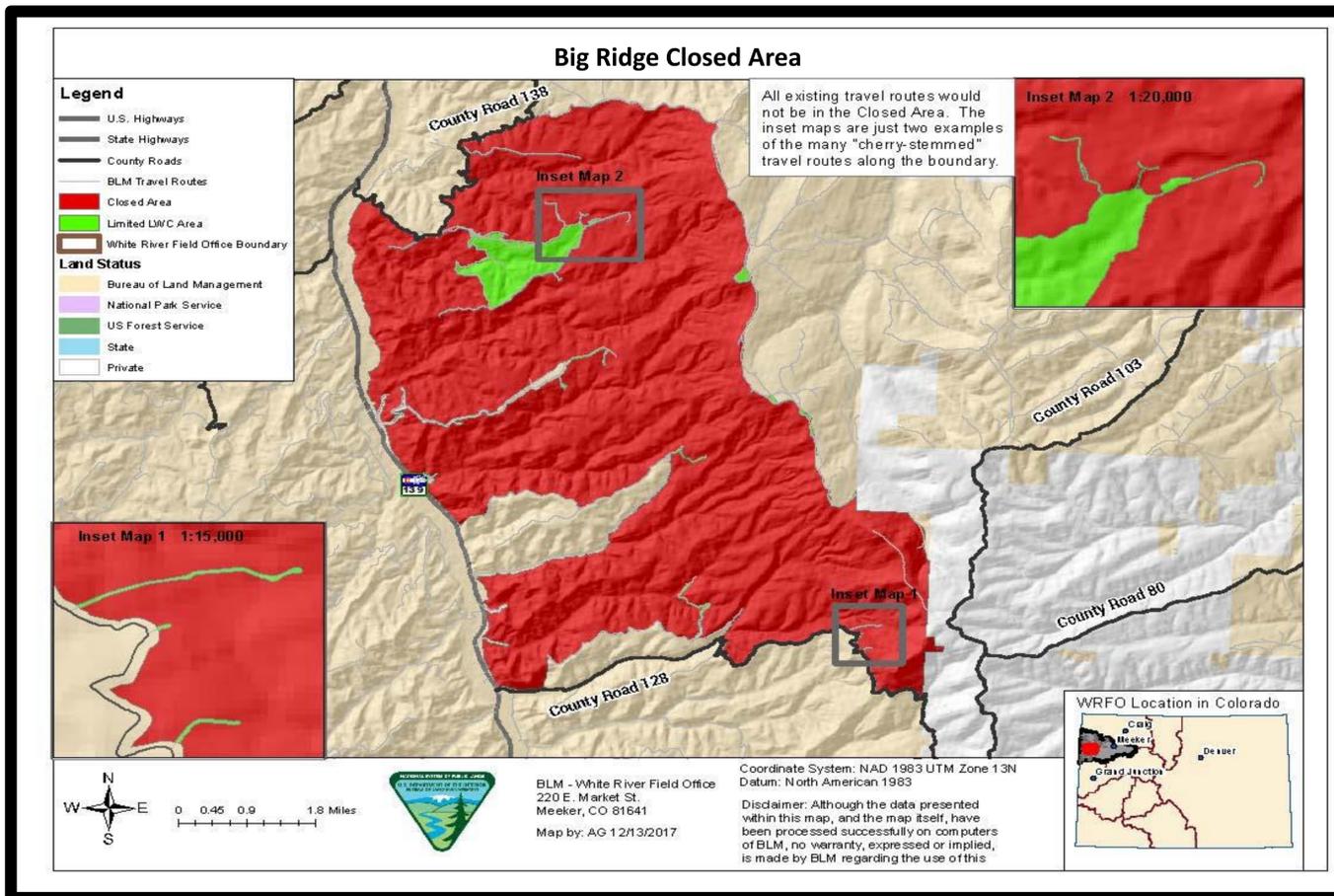
Open Areas



Closed Areas- Alternative D

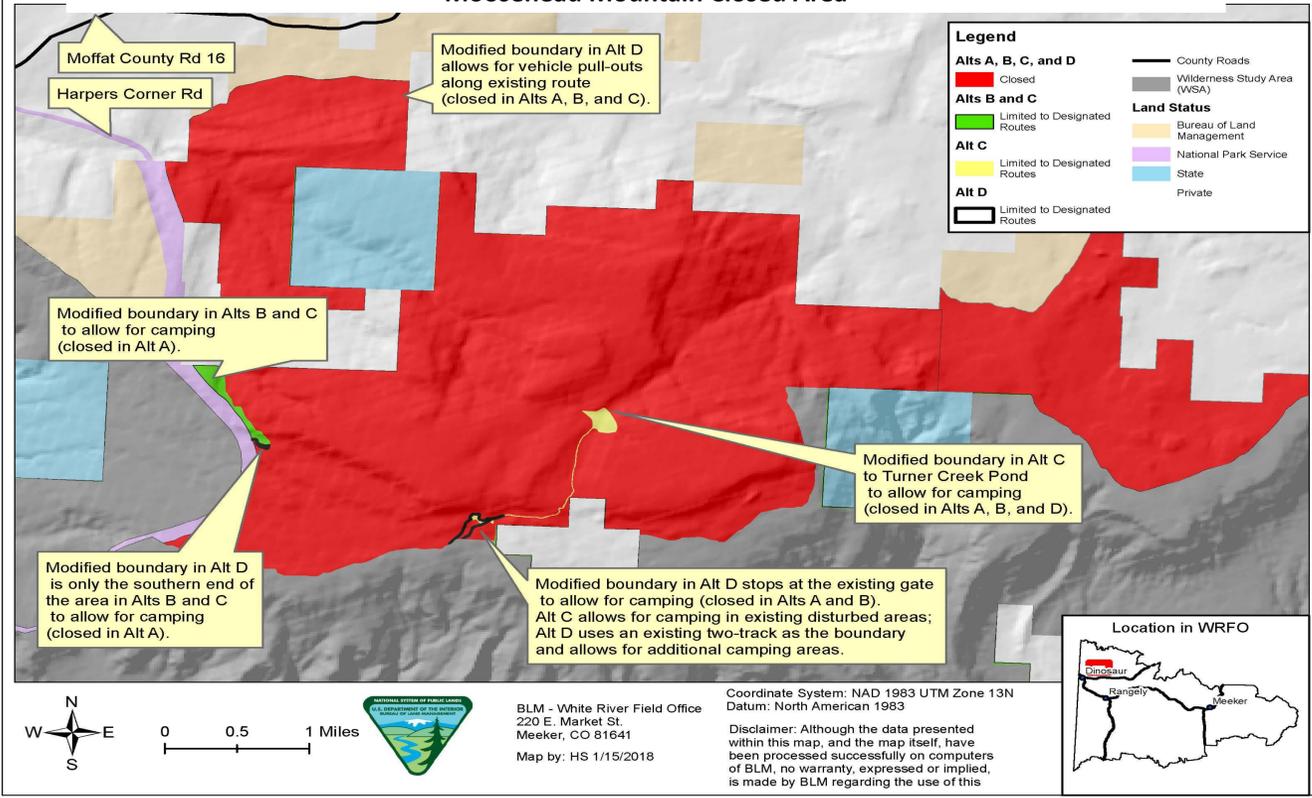


Closed Areas-Alternative D

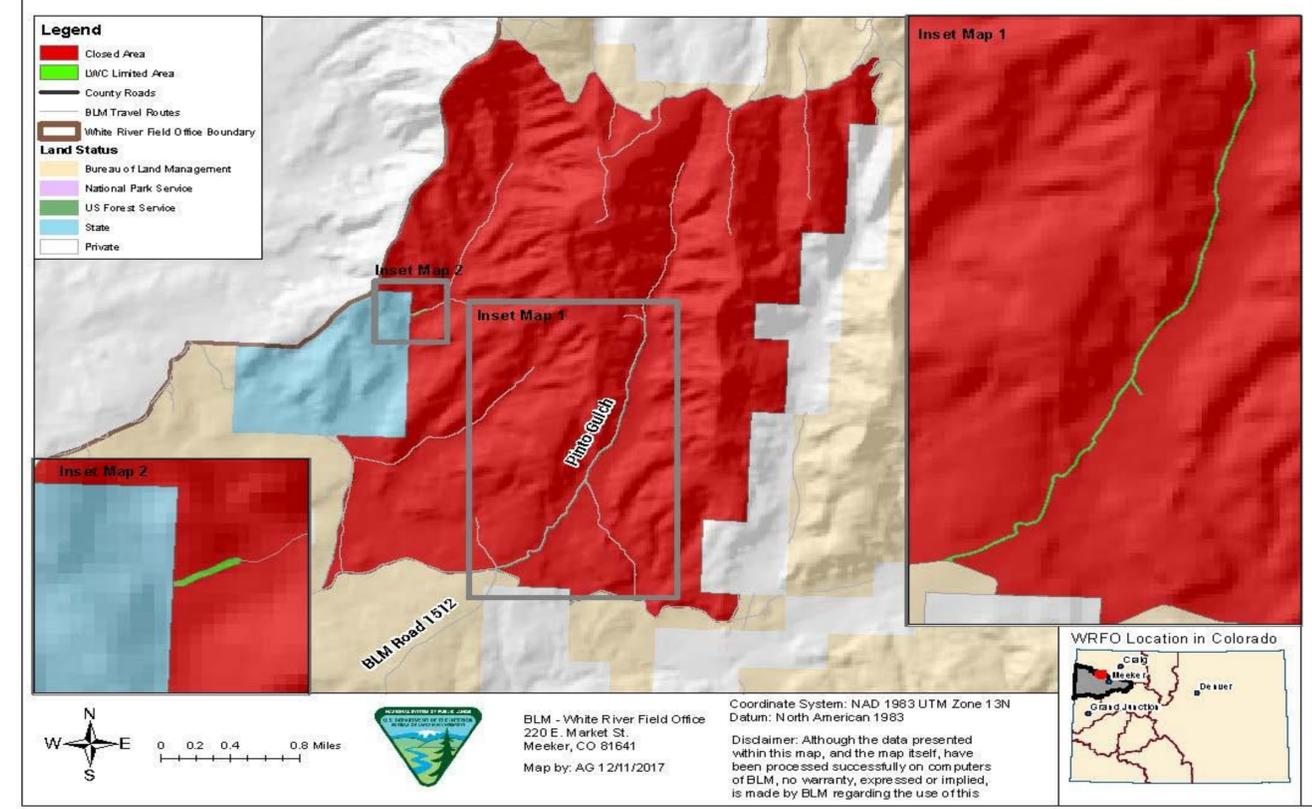


Closed Areas- Alternative D

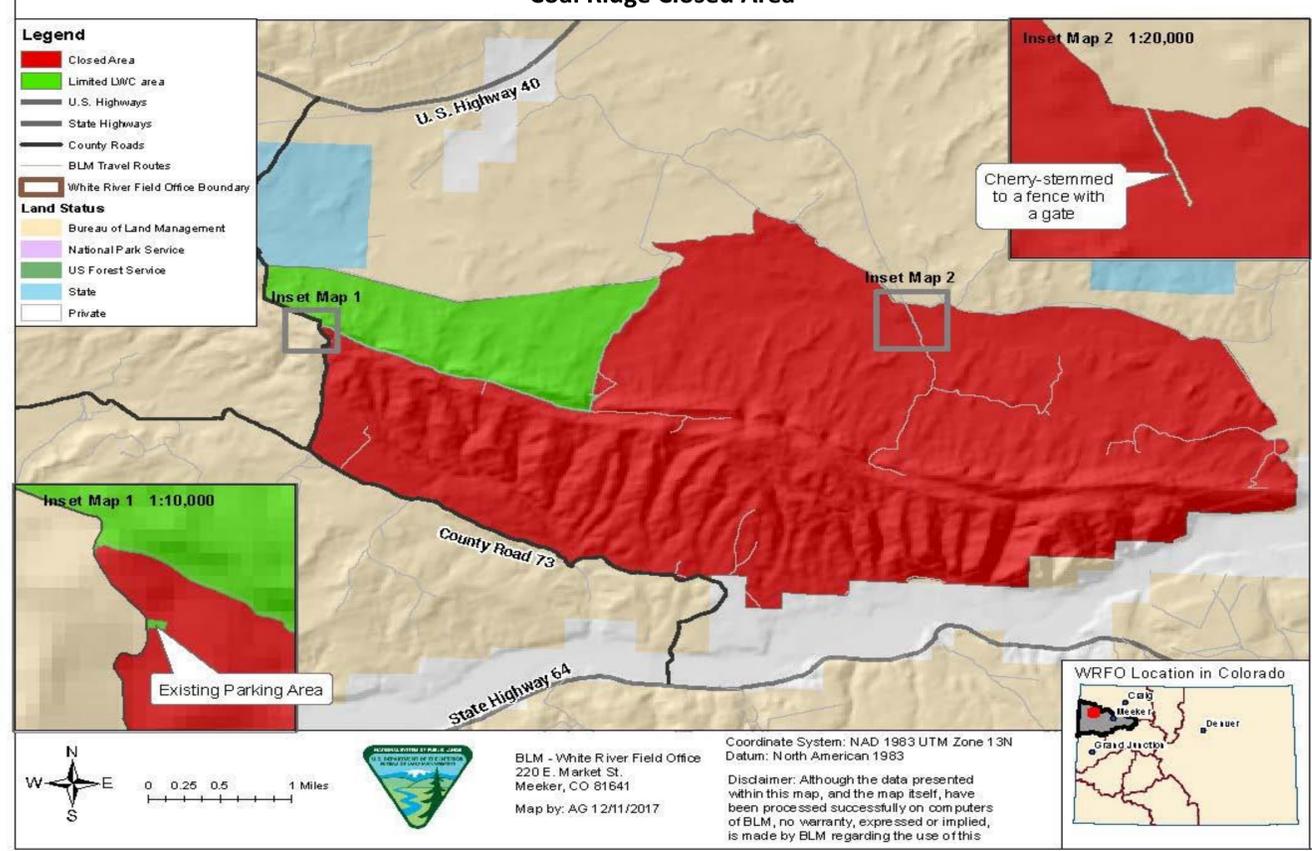
Moosehead Mountain Closed Area



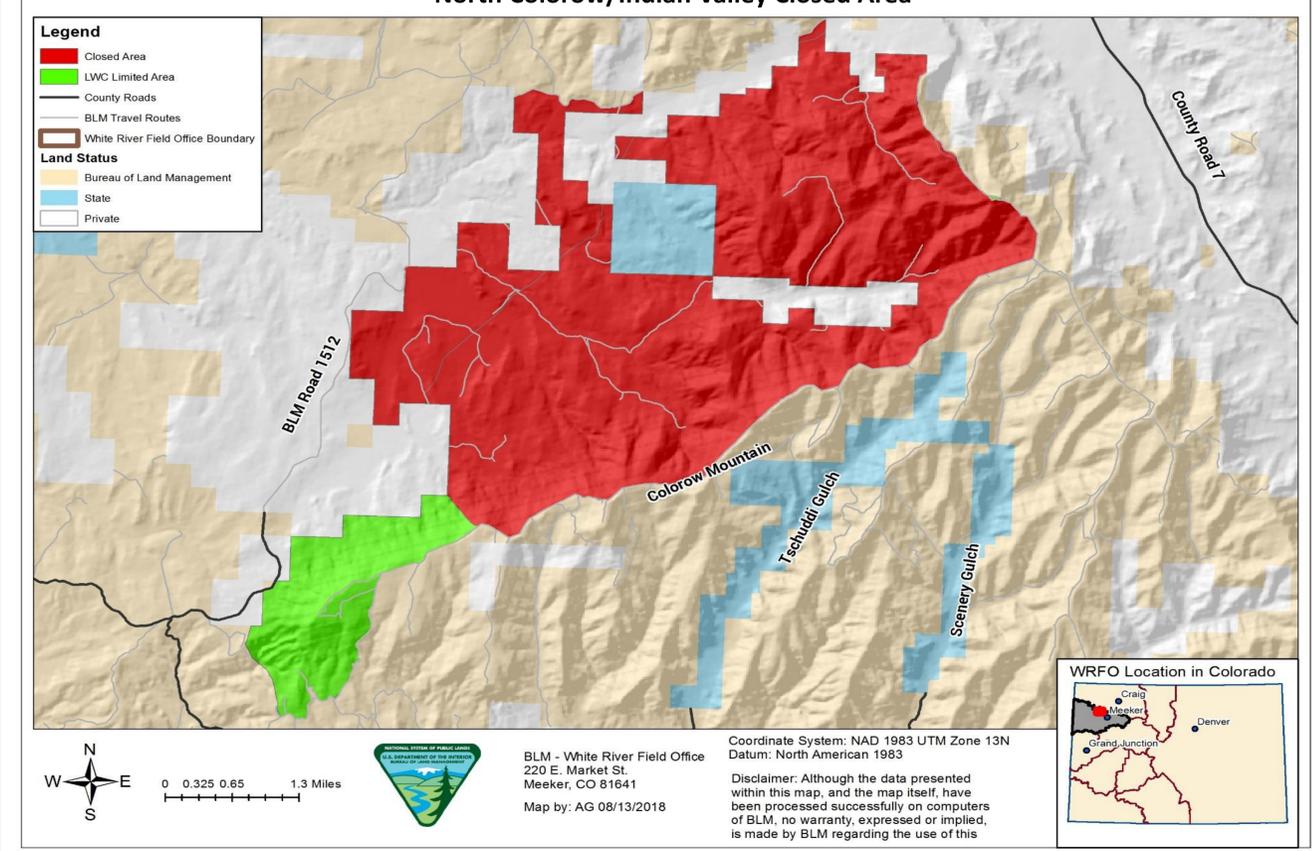
Pinto Gulch Closed Area



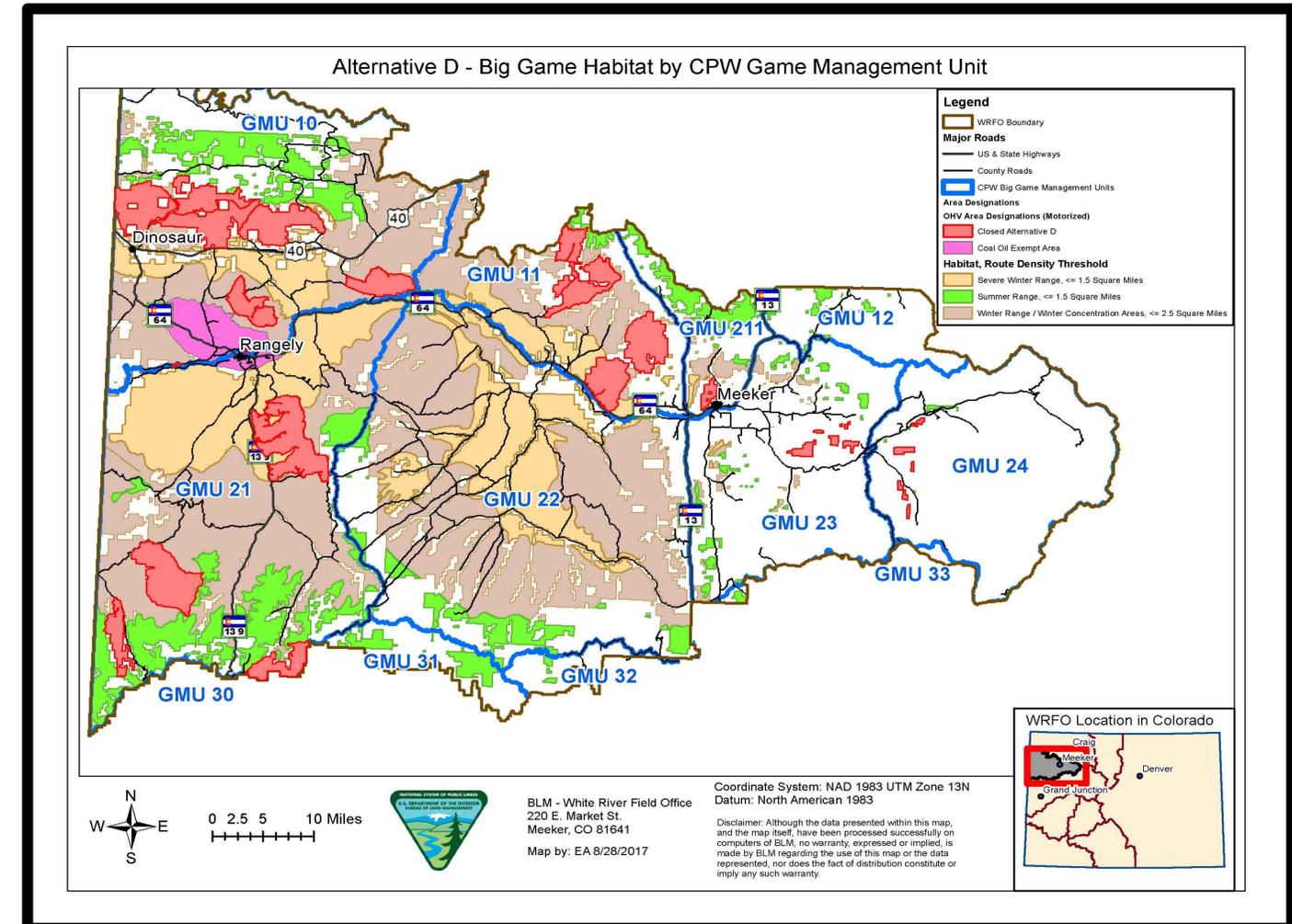
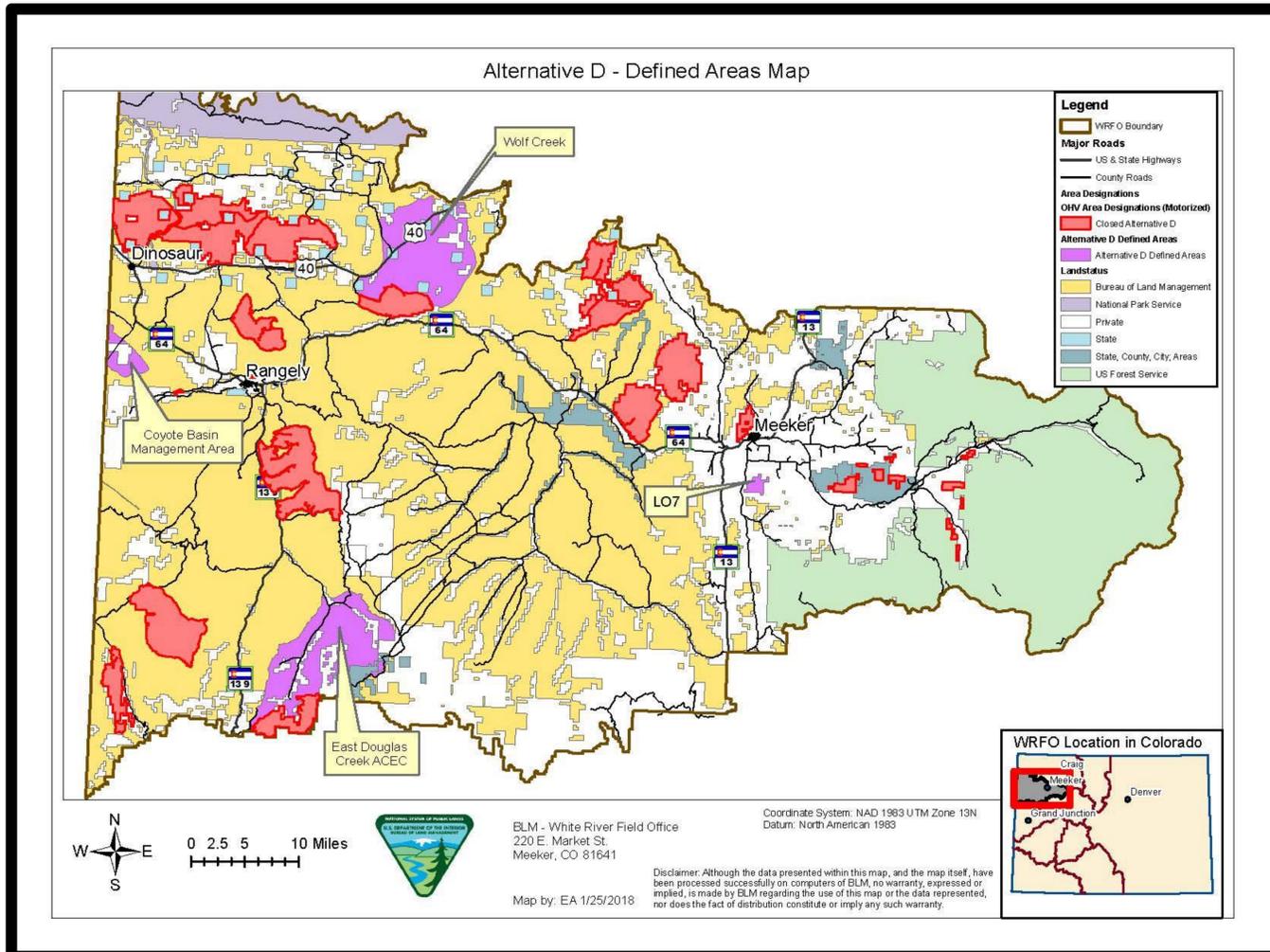
Coal Ridge Closed Area



North Colorow/Indian Valley Closed Area



Alternative D (Preferred) Route Density



Within a GMU (or defined area identified below), manage for overall route densities for motorized and mechanized vehicles so as to make progress towards achieving:

- 1.5 mi/mi²:
 - LO7 Hill
 - East Douglas ACEC
 - Wolf Creek and Coyote Basin Ferret Management Areas
 - Big game severe winter range and summer range
- 2.5 mi/mi²:
 - Big game winter concentration areas and general winter range.

Route densities will be considered along with other resource values and uses, including public and administrative access needs, when making travel route management decisions and are not intended to be the only consideration for travel route management decisions. Route density is an analysis tool and not an allocation decision. It is recognized that as route density targets are exceeded, increasingly severe negative impacts to wildlife populations are expected. It is imperative to recognize that this process would require a phased approach, over time, to make progress towards achieving effective road density values in those areas that exceed identified route densities.